



Meadow Road Reading

Spring Building Consultancy on behalf of V7 Asset
Management

August 2025

Verte

77 Farringdon Road, London EC1M 3JU, United Kingdom

Phone: 0207 427 6080

Email: admin@verteltd.com – Website: www.verteltd.com

Verte

NOTICE

This document and its contents have been prepared and are intended solely for V7 Asset Management’s information and use in relation to works at Meadow Road, Reading.

Verte Ltd assume no responsibility to any other party in respect of or arising out of or about this document and/or its contents.

Document History

Job Number: v637		Doc Ref: v637 Meadow Road Sustainability Strategy RevC 20250807		
Revision	Purpose description	Originated	Authorised	Date
A	Draft	RGV, JM	JM	June 2025
B	Updated BREEAM S&C and Shell only assessments	RGV, JM	JM	August 2025
C	BREEAM ratings, date and revision update for planning issue	RGV, JM	JM	August 2025

Client Sign-off

Client	V7 Asset Management
Project	Meadow Road, Reading
Document Title	Sustainability Statement
Job No	v637
Revision	RevC
Doc Reference	v637 Meadow Road Sustainability Strategy RevC 20250807

Table of Contents

1.	Executive Summary.....	2
1.1	Policy Compliance Checklist	2
2.	Introduction	3
2.1	Relevant Planning Reports	3
3.	Energy and Carbon Dioxide Emissions.....	4
4.	Adaptation to Climate Change.....	4
4.1	Energy Systems and Overheating.....	4
4.2	Flood Resilience and Sustainable Wate Management Systems.....	4
4.3	Climate Related Risks and Protection.....	5
5.	Water Management.....	5
5.1	Flood Risk	5
5.2	Drainage	6
6.	Pollution Management	7
6.1	Noise	7
6.2	External Lighting	7
6.3	Air Quality	7
6.4	Contaminated Land.....	7
6.5	Car and Cycle Parking, Electric Vehicle Charging	7
7.	Transport.....	8
8.	Ecology and Biodiversity	9
9.	BREEAM and Wider Sustainability	10
9.1	BREEAM.....	10
9.2	Wider High Quality Design Requirements	11

1. Executive Summary

This report sets out a review of the sustainability strategy against the relevant planning criteria, and is intended to demonstrate how these criteria are being met within the proposed design for Meadow Road. The proposed works comprise the erection of 4 warehouse style buildings subdivided into 11 no. new industrial units (Use Class B2/B8 including ancillary office provision in some units) with associated service yards, car parking and landscaping being constructed at Meadow Road, Reading. The sustainability strategy has been developed in line with the relevant policies of Reading Borough Council.

The sustainability principles within this report have been considered in all decision-making processes during the concept design stage. The design team has worked to ensure that sustainable design is integrated into the design process in an approach that goes beyond BREEAM and combines metrics and principles involving health and wellbeing, urban environmental quality, climate resilience, biodiversity, transportation, water and pollution management.

As directed in Sheperd Bromley's Low Carbon Design report, the estimated CO₂ emission savings on site is more than 100% using renewable and/or low-carbon energy generation sources. The proposed energy efficiency measures for the development include highly efficient heating, cooling and a mix of natural (Warehouse) and mechanical ventilation systems (Offices), including the use of highly efficient building fabric, high performance glazing, natural daylight and LED lighting in the warehouse, office and reception areas. The remaining regulated CO₂ savings achieved through renewable energy measures such as PV panels and use of highly efficient heat pumps.

Climate resilience has been addressed by PRC Architecture within the design through orientation, design, materials and technologies which help to avoid overheating. Mitigation of climate related impacts such as the Urban Heat Island (UHI) effect, flood resilience and sustainable drainage have also been considered.

The Flood Risk Assessment undertaken by Baynham Meikle confirms that the development is situated within Flood Zone 2 and has a medium risk of flooding from river flooding as the River Thames runs parallel to the site, although there is a low risk, having between 0.1% and 1% chance of flooding each year. The development will incorporate sustainable drainage measures (SuDS), including permeable paving and attenuation tanks ensuring compliance with national and local standards.

The Noise Impact Assessment provided by Quantum Acoustics confirms compliance with noise limits, the potential change in road traffic and HGV and LGV manoeuvres and loading/unloading activities is deemed insignificant. Plant Noise Emissions will be guided by the Local Authority's requirements, and further specification on the proposed plant will be required to ensure no adverse noise impacts on the existing dwellings in the vicinity.

A Transport Assessment and Travel Plan have been undertaken by Stunt Consulting. The Travel Plan outlines the way in which the transport implications of the new development will be managed in order to ensure the minimum environmental, social and economic impacts. The appointed Travel Plan Coordinator will implement the plan and control the day-to-day management of the Travel Plan for the overall site, which will include consultation with RBC.

The ecological assessment for the proposed commercial units at Meadow Road confirms no impacts on statutory wildlife sites due to the site's distance from designated areas. The site consisted of hardstanding and a building. No habitats were present on-site. In addition, there will be creation of native hedgerows, trees, and modified grassland which will increase the ecological value of the site considerably. No further surveys were required after the Preliminary Ecological Appraisal (habitat survey).

A BREEAM Pre-assessment has been undertaken for the development using the NC V6.1 scheme. Following pre-assessment workshops, it has been established that the development currently has the potential to achieve for Units 1-7 a Shell Only score of 67.12% which provides a Very Good rating with 12.12% contingency and for Units 8-11 a score of 73.70% an EXCELLENT rating with a 3.70% margin of contingency over the minimum 70% required for BREEAM EXCELLENT.

1.1 Policy Compliance Checklist

The following checklist tables illustrate where the relevant planning requirements have been met within each section of this report.

Reading Borough Council – Local Plan (2019)*	Compliance Achieved	Report Section
Policy CC2 Sustainable Design and Construction	✓	9
Policy CC3 Adaptation to Climate Change	✓	4
Policy CC4 Decentralised Energy	✓	3
Policy CC5 Waste Minimisation and Storage	✓	9
Policy CC6 Accessibility and the Intensity of Development	✓	7
Policy CC7 Design and Public Realm	✓	7
Policy CC8 Safeguarding Amenity	✓	7,8
Policy CC9 Securing Infrastructure	✓	3,5,8
Policy EN9 Provision of Open Space	✓	7,8
Policy EN10 Access to Open Space	✓	7,8
Policy EN12 Biodiversity and the Green Network	✓	8
Policy EN14 Trees, Hedges and Woodlands	✓	8
Policy EN15 Air Quality	✓	6
Policy EN16 Pollution and Water Resources	✓	5
Policy EN17 Noise Generating Equipment	✓	6
Policy EN18 Flooding and Sustainable Drainage Systems	✓	5
Policy EN19 Urban Greening Factor	✓	8
Policy TR1 Achieving the Transport Strategy	✓	7
Policy TR3 Access, Traffic and Highway-related Matters	✓	7
Policy TR4 Cycle Routes and Facilities	✓	7
Policy TR5 Car and Cycle Parking and Electric Vehicle Charging	✓	7
*Sustainability Statement compliance with current Local Plan (2019) policies. There is The Partial Plan Update (2024) which has not yet been adopted, but has been reviewed to demonstrate future proofing of the development.		

2. Introduction

Verte Ltd has been appointed to undertake the Sustainability Strategy supporting the planning application for the development of Meadow Road, Reading. The site covers approximately 0.89ha. There will be four buildings sub-divided into 11 units, which would vary in size and floorspace as follows:

Unit 1

140 m² of ground floor internal open space, including warehouse and reception/desk space and WC facility area.

Unit 2

149 m² of ground floor internal open space, including warehouse and reception/desk space and WC facility area.

Unit 3

224 m² of ground floor internal open space, including warehouse and reception/desk space and WC facility area.

Unit 4

158 m² of ground floor internal open space, including warehouse and reception/desk space and WC facility area.

Unit 5

150 m² of ground floor internal open space, including warehouse and reception/desk space and WC facility area.

Unit 6

161 m² of ground floor internal open space, including warehouse and reception/desk space and WC facility area.

Unit 7

173 m² of ground floor internal open space, including warehouse and reception/desk space and WC facility area.

Unit 8

332 m² of ground floor internal open space, including warehouse and reception/desk space with access to the first floor and WC facility area. 59 m² of first floor envisaged office core space and WC and shower facility area.

Unit 9

366 m² of ground floor internal open space, including warehouse and reception/desk space with access to the first floor and WC facility area. 65 m² of first floor envisaged office core space and WC and shower facility area.

Unit 10

559 m² of ground floor internal open space, including warehouse and reception/desk space with access to the first floor and WC facility area. 98 m² of first floor envisaged office core space and WC and shower facility area.

Unit 11

638 m² of ground floor internal open space, including warehouse and reception/desk space with access to the first floor and WC facility area. 112 m² of first floor envisaged office core space and WC and shower facility area.



Figure 2.1: Proposed Site Layout

2.1 Relevant Planning Reports

The following table includes relevant planning reports prepared by the design team which have been referenced throughout this sustainability statement.

Document Name	Document Ref	Author	Date
Flood Risk Assessment and SuDS Strategy	Report Ref: R100	Ricardo Blake/Baynham Meikle	June 2025
Travel Plan and Transport Assessment	B2208/TS01 and B2208/TP01	Lizzie Stunt/Stunt Consulting	June 2025
Ecology Assessment and BNG	Preliminary Ecological Appraisal and BNG calculations for Meadow Road, Reading	Richard Scofield/Phlorum Limited.	November 2024
Noise Impact Assessment	QA24463/NIA	Quantum Acoustics	April 2025
Energy Statement	Meadow Road Energy Statement	Aaron Batten/Shepperd Broley	June 2025
Contaminated land Assessment	P6365J3196/CLP	Clare Prosser/Jomas	June 2025
Environmental Air Quality Assessment	QA24463/AQ	Gopinath Kalaiarasan/Quantum Air	April 2025
Daylight and sunlight assessment	Right of light consulting	Right of light consulting	June 2025
External lighting	External lighting design	Aaron Batten	June 2025

3. Energy and Carbon Dioxide Emissions

Planning Policy Documents Addressed	Policies Addressed
Reading Borough Local Plan – 2019	Policy CC2: Sustainable Design and Construction
Reading Borough Local Plan (Partial Update) - 2024	Policy CC3: Adaptation to Climate Change
	Policy CC4: Decentralised Energy
	Policy CC9: Securing Infrastructure

A separate Energy Statement has been produced by Shepherd Bromley Partnership for the development at Meadow Road which should be reviewed in full as part of the application. A summary of key findings is provided here though to confirm compliance with relevant policies.

To comply with the local plan policy CC2: Sustainable Design and Construction, all non-residential development is expected to achieve a BREEAM ‘Excellent’ emissions rating. The minimum standards for BREEAM ‘Excellent’ under Ene 01 reduction of energy use and carbon emissions is 4no. credits which the proposed development exceeds for Units 8-11 (see section 9), along with incorporating the minimum standards for BREEAM ‘Excellent’ under Ene 02 energy monitoring of achieving 1no. credit. Units 1-7, assessed under the Shell only requirements will meet the energy performance with the addition of PVs and future ASHPs fitted out to meet the energy performance requirements.

To comply with the local plan policy CC3: Adaption to Climate Change, all non-residential development is expected wherever possible to be orientated to maximise opportunities for both natural heating and ventilation and reducing exposure to wind and other elements. Proposals involving both new and existing buildings shall demonstrate how they have been designed to maximise resistance and resilience to climate change for example by including measures such as solar shading, thermal mass, heating and ventilation of the building and appropriately coloured materials in areas exposed to direct sunlight, green and brown roofs, green walls, etc. Passive and active design measures are considered and implemented, and energy and carbon emission reductions are presented in Section 4 of the Energy Statement, Decentralised Energy Networks and Renewable Energy in line with policy CC3. The green buildings proposed will also utilise air source heat pumps and PV arrays to achieve net zero carbon status in line with planning policy CC3: Adaption to Climate Change.

To comply with the local plan policy CC4: Decentralised Energy, all non-residential development shall consider the inclusion of decentralised energy provision, within the site, unless it can be demonstrated that the scheme is not suitable, feasible or viable for this form of energy provision. The development is also expected to link into existing decentralised energy networks or demonstrate why this is not feasible. Through a detailed feasibility study, it can be demonstrated that the development is not suitable for the inclusion of decentralised energy provision and is not situated near any existing decentralised energy networks. See Section 4 of the Energy Statement, Decentralised Energy Networks and Renewable Energy for further details.

It is also noted that the Energy Statement details that the buildings modelled within the statement achieve an EPC A+ and are compliant with Building Regulations Part L2A 2021.

4. Adaptation to Climate Change

Planning Policy Documents Addressed	Policies Addressed
Reading Borough Local Plan – 2019	Policy CC2: Sustainable Design and Construction
Reading Borough Local Plan (Partial Update) - 2024	Policy CC3: Adaptation to Climate Change
	Policy CC4: Decentralised Energy
	Policy CC9: Securing Infrastructure
	Policy EN 18: Flooding and Sustainable Drainage Systems

4.1 Energy Systems and Overheating

A separate Energy Statement has been produced by Shepherd Brombley Partnership for the development at Meadow Road which should be reviewed in full as part of the application. A summary of key findings is provided here though to confirm compliance with relevant policies.

Passive and active design measures are considered and implemented in the current unit designs, and energy and carbon emission reductions are presented in Section 4 of the Energy Statement. The green buildings proposed will also utilise air source heat pumps and PV arrays to achieve net zero carbon status in line with planning policy CC3: Adaption to Climate Change. A separate Low Carbon Design Report also details how methodology compliant with the BREEAM Ene 04 requirements was utilised to achieve this is the individual units. The Energy Statement also details how in section 5.2 how the performance of the building fabric and building services proposals are no worse than the design limits set out in Building Regulations Part L2A 2021, and that the performance of the building against the solar overheating check show that the design is in compliance with Building Regulations Part L2A 2021 – Overheating Analysis.

4.2 Flood Resilience and Sustainable Wate Management Systems

A Flood Risk Assessment (Baynham Meikle, June 2025) has been undertaken for the site and concludes that for the site located at Meadow Road is at ‘medium’ risk of flooding from all potential sources based on the current proposals. The FRA takes all current and future sources of flooding from the following sources into consideration:

- Fluvial (rivers) and Tidal
- Surface water: sheet run-off from adjacent land (urban or rural)
- Groundwater
- Sewers
- Reservoirs, canals and other artificial sources.

To mitigate against any future flood risk and minimise the surface water runoff from the development, the design will incorporate suitable Sustainable Drainage Systems (SuDS) that are able to retain surface water run-off from storm events up to and including the 100-year plus 45% climate change will be retained within the overall site. This shall minimise the impact of surface water runoff from the development on the existing drainage system, with the incorporated mitigation and resilience measures also supporting a decrease in river flooding levels as a result of climate change, measures proposed will be in line with EN18 Flooding and Sustainable Drainage Systems.

4.3 Climate Related Risks and Protection

Climate related risks such as cold events, heat waves, and storms have been considered within the proposed design, and will be reviewed in further detail at the technical design stage.

To protect the building from climate related risks and as part of a BREEAM exercise for credits Mat 05 (Material Durability) and Wst 05 (Adaption to Climate Change), the following will be considered with suitable design standards specified to ensure compliance:

- Structural stability;
- Structural robustness;
- Weather proofing and detailing;
- Material durability;
- Health and safety of building occupants and others;
- Impacts on building contents and business continuity.

As further detailed in section 8, the design also incorporates the use of 51 individual native trees and hedgerows which will help provide additional shading for the site, along with providing greater habitat connectivity in the area.

5. Water Management

Planning Policy Documents Addressed	Policies Addressed
Reading Borough Local Plan – 2019	Policy CC2: Sustainable Design and Construction
Reading Borough Local Plan (Partial Update) - 2024	Policy CC3: Adaptation to Climate Change
	Policy CC9: Securing Infrastructure
	Policy EN16: Pollution and Water Courses
	Policy EN18: Flooding and Sustainable Drainage Solutions

5.1 Flood Risk

Baynham Meikle Partnership Limited was commissioned on behalf of Spring Building Consultancy to prepare a Flood Risk Assessment and Drainage Strategy for the planning application towards the site’s redevelopment consisting of 11 no. new industrial and office units with associated car parking area development. The current site is classified as brownfield. The proposed development will have an impermeable area of circa 0.797 ha and a permeable are of circa 0.105 ha. The proposed site levels will be set such that they try to (where possible) follow the contours of the existing site so as to minimise the requirement for any retaining walls and also adhere to best practice and building regulation design standards. Proposed development levels will also be set such that they try to minimise any surface water flooding from the new development drainage network and ensure that should any flooding occur it is controlled and kept within the new development boundaries and does not affect neighbouring properties or highway land.

Section 2.4 of this document details that the site is in Flood Zone 2, with there being between a 1 in 100 and 1 in 1,000 annual probability of river flooding, or land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding.

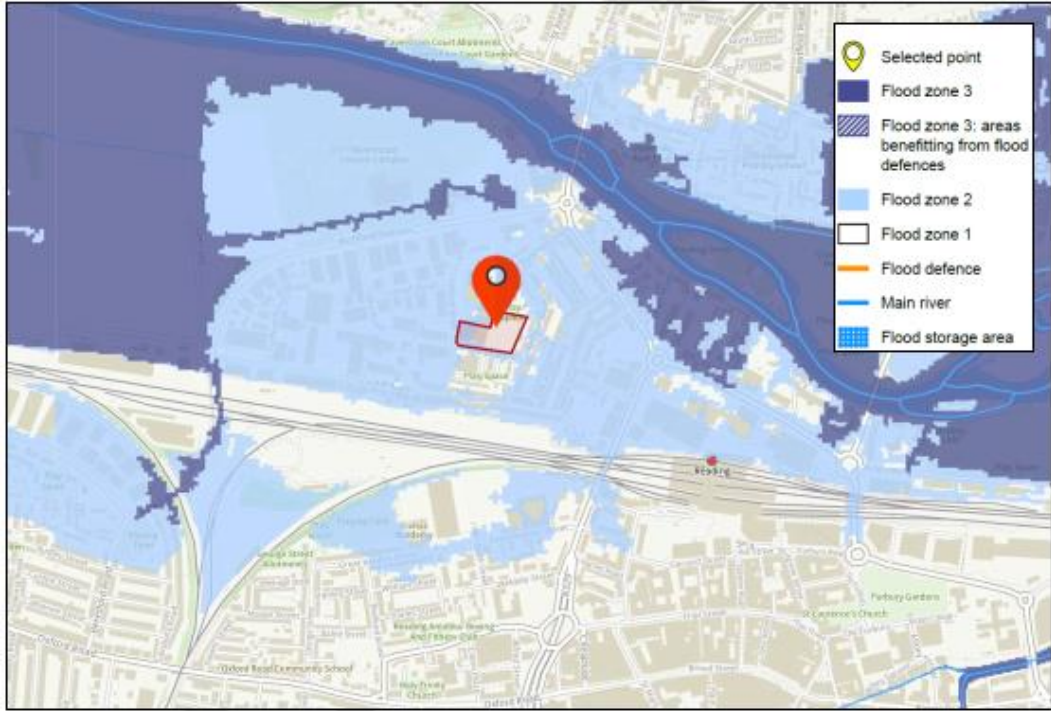


Figure 5.1: EA Flood Map for Planning (Sourced from the Meadow Road FRA)

In terms of specific flood risk, the site is not located in the vicinity of the coast, and is therefore not at risk of flooding due to tidal flows.

Regarding fluvial flooding, the proposed site is surrounded by an area that has been classified as having a Low annual chance of fluvial flooding. Low risk areas are described as having between 0.1% and 1% chance of flooding each year.

Surface water flood mapping shows that the surrounding areas of the site are classified as low flood risk, meaning that each year this area has a chance of flooding of between 0.1% and 1%. This takes into account the effect of any flood defences in the area.

Artificial sources include any water bodies not covered under other categories and typically include canals, lakes and reservoirs. According to the online EA flood risk data, there is a risk of flooding from reservoirs in this Area, though this is only present when there is also flooding from rivers.

The most recent event recorded was in January 2024, caused by 3 months of wet weather and intense rainfall. Water levels along the River Thames at Reading Gauge reached their highest peaks recorded, leading to widespread flooding predominantly to the Lower Caversham and Southcote areas. Although the river Thames is situated approximately 400m north of the proposed site, it should be noted that there is no mention within the report of any historic flooding occurring at the site.

An extract from the Reading Borough Council's Level 1 SFRA suggests there have been a total of 14 recorded incidents of sewer flooding in the RG1 post code area since records began in 1989, but there is no indication of any site-specific events occurring within the report.

EA map records indicate that the majority of the site is categorised as having low risk to groundwater flooding, however, areas to the east within the site and beyond are classified as medium-high risk. It is mentioned within Reading Borough Council's SFRA that there may be potential for groundwater flooding due to low to moderately productive aquifers which could have significant intergranular flow in the central and western areas of the borough.

Based on the EA's flood maps, it is possible to undertake an initial site flood risk compatibility assessment to ascertain whether the proposed development site is presently suitable for development by referring to the flood zone compatibility matrix. As the development's extents of the site are within Flood Zone 2 and are classified as Less Vulnerable, the development can be considered appropriate for the proposed use, and therefore passes the Sequential Test. It can be concluded that there is no risk to flooding on the development itself. Mitigation measures are required to ensure that run-off from the proposed development will not adversely impact areas downstream. It was also noted that the proposed development is neither within, nor in close proximity to any source protection zone.

5.2 Drainage

The drainage strategy for the site states that the aim should be to discharge surface water run-off as high up the following hierarchy of drainage options as reasonably practicable:

- Into the ground (infiltration)
- To a surface water body
- To a surface water sewer, highway drain, or other drainage systems
- To a combined sewer.

Due to the gravelly nature of the ground, infiltration could possibly be considered for this site. This would need to be confirmed following a full Phase 2 Site investigation and with soakaway testing, which has not yet been conducted. The potential medium-high groundwater vulnerability must also be considered before concluding with infiltration as a means of discharge.

There are no suitable watercourses for discharge within proximity of the proposed site however.

There is an existing sewer system which services the neighbouring land of the proposed site. There are possible points of connection to the existing sewers which service Addison Road, East of the site, and Milford Road, West of the site. The proposed drainage scheme will seek to outfall at both locations via two individual drainage systems once existing sewer records are confirmed.

Based on the above, the proposed surface water drainage strategy for the site is that the building roofs are to discharge into the main drainage system. Stormwater proposed within car parking and service yard areas will be collected via a combination of linear slot/channel drains and road gullies. Permeable paving has also been proposed within the car parking bays of unit 10-11, west of the site. The permeable surface that will allow flows to be attenuated within the porous subbase beneath will be constructed in the new car park bays. This will be subject to detail design and will be connected further downstream to a ground cellular storage to achieve the required attenuation volume of this plot. Other SuDS options were considered, but were discontinued as below:

- The rainwater harvesting will be disproportionate in terms of cost and function in regard to the proposed development features (Toilet, sinks etc.) Therefore, rainwater harvesting has been disregarded.
- Given the natural portal frame design, it is considered that green roof will be cost prohibited and uneconomic.
- Due to the lack of infiltration testing at this stage, soakaways have been disregarded from the proposed design.
- Swales cannot be incorporated into the landscape design due to space restrictions.
- Due to the nature of the development, there is not sufficient space to incorporate ponds.

Levels within car parking and service yard areas should be designed at the appropriate detailed design stage such that critical 100 year plus climate change storm events are contained above ground, but safely within the site boundaries without risk to surrounding properties, the building or that restricts access / egress.

Storm water discharging from the development will be attenuated and controlled using a hydrobrake with a discharge rate of 13.8l/s. This represents a betterment of 90% has been offered to the brownfield pre-development discharge rates, calculated via the Modified Rational Method (MRM). As the results of the greenfield run-off rates are un-viable, and the site is classified as brownfield, it is proposed for new drainage scheme to discharge at 13.8l/s, the 1:1 year brownfield rate with 90% betterment for all storm events.

There are existing public surface water systems which currently service Addison Road, Meadow Road and Milford Road which surround the proposed site. It is proposed for the site to be serviced by two individual drainage schemes and outfall at separate locations. Units 1-9 and their associated service/parking areas will be serviced by drainage network 1 and will outfall into the existing sewer along Addison Road once sewer records are confirmed. Units 10-11 will be serviced by drainage network 2 and will outfall into the existing sewer along Milford Road once sewer records are confirmed.

For the 1 in 100 years plus climate change event should any flooding occur at the surface level this would be of no more than 100mm in depth and be contained safely on site, in parking areas, without risk to proposed or existing buildings.

6. Pollution Management

Planning Policy Documents Addressed	Policies Addressed
Reading Borough Local Plan – 2019	EN16 Pollution and Water Resources EN17 Noise Generating Equipment
Reading Borough Local Plan (Partial Update) - 2024	TR5 Car and Cycle Parking and Electric Vehicle Charging

6.1 Noise

Quantum Acoustics has conducted an Environmental Noise Impact Assessment for the proposed development of Meadow Road.

Operational noise limits have been provided for all site operations associated with the proposed development to protect against adverse noise impacts at nearby noise sensitive receptors. The potential change in road traffic volumes would have a “negligible” change in traffic noise levels. Therefore, there would be no adverse impact on existing dwellings in the vicinity due to road traffic noise.

An assessment of the impacts of HGV and LGV noise when maneuvering and loading/unloading activities has been identified to be not significant during the daytime and unlikely significant at night to the likely frequency of intensive use, absolute noise levels and the prevailing context of the area.

Environmental plant noise emissions will be controlled in accordance with the Local Authority’s requirements, BREEAM Pol 05, UK guidance on noise and planning. At the time of writing, the plant selections have not yet been made, however the report advises that no difficulty in achieving appropriate plant noise criteria is foreseen. Compliance with appropriate plant noise emission criteria will ensure the proposed plant has no significant adverse noise impact on existing dwellings in the vicinity.

6.2 External Lighting

Sheperd Bromley prepared the external lighting proposals report in connection with the proposed development. The external lighting proposals include a mixture of building mounted and column mounted luminaires to illuminate the access road, on-site car parks, service yard areas and paths. All lighting will be LED. Access road, car park and service yard lighting shall be operated via adjustable time and photocell controls. The luminaires shall also incorporate DALI photo/motion PIR sensor controls. Via a programmable system these sensors have the function to DIM or Switch Off the luminaires when the car park and service yard is not in use. The perimeter path and building entrance lighting shall be PIR photo/motion sensor controlled. The luminaires proposed are ‘night-time’ friendly with 0% upward light ratio and shall also have a glass front to reduce the visibility of the light source glare. For loading bays separate switched building mounted LED luminaires are located over each bay door. These are orientated downwards and time-lag controlled via switch in the loading bay door.

6.3 Air Quality

Quantum Air has also been commissioned to assess existing baseline concentrations of air pollutants characterising the site, and to provide professional opinion regarding the site suitability for proposed development and the potential use of the site for industrial schemes.

The baseline air quality and site suitability assessment for the proposed development have been carried out using the data from DEFRA automatic monitoring site, local council’s non-automatic monitoring sites, and the PCM modelled results from the UK Air: Information resource. The outcome of this indicates that air pollutant concentrations for the proposed development are well below the current legislated AQOs and LVs.

The construction dust assessment also shows that the demolition and construction phases of the proposed development falls under medium risk, and the earthworks and track out falls under low risk. The dust impacts on human health and ecological receptors are also considered to be low risk and negligible. Hence, the impacts of construction dust were found to be not significant.

Additionally, the predicted traffic at the proposed development units during demolition and construction phases were found be in compliant with the EPUK and IAQM guidance. Therefore, no further air quality assessment is required.

Overall, Quantum Ait’s air quality assessment demonstrates that the development site is suitable for the implementation of industrial units as air quality levels comply with all regulatory standards. Therefore, the air quality impacts due to the proposed development are considered to be ‘not significant’.

6.4 Contaminated Land

A preliminary Desk Study Risk Assessment undertaken by Jomas determined ‘moderate to low’ risk assessment of land contamination due to historical uses (e.g. coal yard). Due to the potential presence of asbestos, an asbestos survey is recommended. Additionally, the report recommends an intrusive investigation to be undertaken to clarify the potential risks to the intended receptors and assess the extent of the Made Ground soils present at the site.

6.5 Car and Cycle Parking, Electric Vehicle Charging

Stunt Consulting has prepared a Travel Plan for the proposed development, so building users can inform the travel needs via sustainable means of transport.

Car Parking provisions are in accordance with the RBC’s Parking Standards SPD and the maximum car parking standard for the proposed land uses within a ‘Zone 2’ location, a total of 40 spaces will be provided. Approximately 10% of the total car parking spaces will be provided with an active EV charging point (a total of 11 dual EV charging points).

Cycle parking is proposed to be compliant with RBC’s parking standards and SPD with a total of 24 spaces proposed throughout the development. These will provide Sheffield stands with suitable shelter and located conveniently close to building entrances in areas considered overlooked.

As commented, a total of 11 dual EV charging points will be provided (enabling 22 vehicles to charge). These will be located conveniently close to the building entrances to provide preferable parking locations to those using electric vehicles. The locations of the EV points will be shown on the proposed site layout plan included in the Transport Assessment.

7. Transport

Planning Policy Documents Addressed	Policies Addressed
Reading Borough Local Plan – 2019	CC3 Adaptation to climate change CC Safeguarding Amenity CC6 Accessibility and the Intensity of Development
Reading Borough Local Plan (Partial Update) - 2024	TR1 Achieving the Transport Strategy TR3 Access Traffic and Highway-related Matters TR5 Car and Cycle Parking and Electric Vehicle Charging

The site is located on Meadow Road, Reading, as detailed in Figure 7.1, and is in close proximity to a variety of primary amenities while being well served by public transport. The site is located next to the Reading rail station and close to bus stops. A full review of the public transport available to building users is detailed within the Transport Statement completed by Stunt Consulting (June 2025).

The option for staff to reduce emissions associated with commuting is available through the provision of a number of public transport services, as detailed within Figure 7.1. In addition to bus stops servicing routes across Reading, access to further afield destinations is also available to building users in the form of both rail and underground services as detailed within Table 7.1 below.

Station	Services Provided	Distance from Meadow Road
Reading Station	Cross Country, Elizabeth Line, Great Western Railway and Sout Western Railway.	865m
Caversham Road	Bus Services: 18, 22 & 24	350m

Table 7.1 Rail and Underground Services within Proximity to Meadow Road.

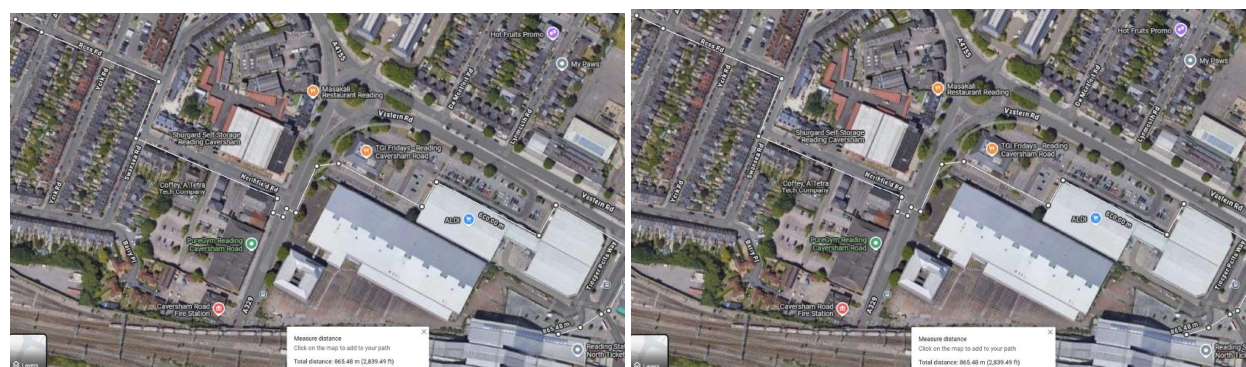


Figure 7.1: Public Transport Services (Bus and Rail)

As part of the proposed works commuter facilities will be provided at basement level, as seen within Figure 10.2, to encourage building users to adopt more sustainable means of commuting rather than relying on a private vehicle. These facilities include the following as a minimum:

- 24 long stay cycle spaces for staff.
- 8 showers, 4 of them accessible with changing space.

The site will allow accessible via transport and will include:

- 40 car spaces throughout the development
 - 29 Standard marked car spaces
 - 11 Disabled bays
 - 11 double electric vehicle charging points.

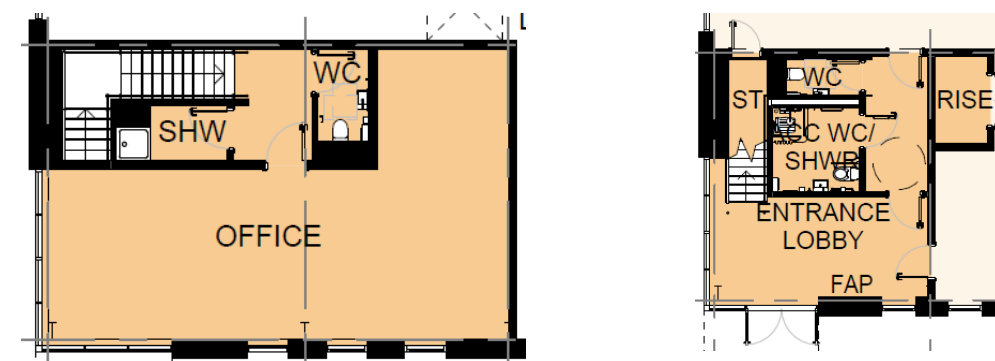


Figure 7.2: Cyclist Facilities on Unit 8, left first floor shower and changing space, right ground floor accessible shower with changing space (PRC GAs).

A Transport Statement and Travel Plan have been undertaken by Stunt Consulting (June 2025) for Meadow Road which will also feed into BREEAM credit Tra 01. The Travel Plan sets out the following measures for implementation by an appointed Travel Plan Coordinator:

- Be a contact point and 'face' of the Travel Plan.
- Ensure their contact details are within the main information sources (discussed later within this document), these being the staff travel packs, development website and staff notice boards.
- Establish good communications/relations between themselves and the relevant contact at the council upon their appointment.
- Ensure they are fully aware of all the sustainable travel options to and from the site and provide personalised travel planning to all staff.
- Ensure that they are fully up to date with the current sustainable travel initiatives provided by the council so that these can be further promoted throughout the site.
- Be up to date on nationwide events such as 'bike to work week', 'national lift share day' and 'sustainable travel week' so that these events can be promoted throughout the site.
- Look at the feasibility of setting up a 'Bike User Group' (BUG) and, if demand dictates, manage it.
- Organise the monitoring surveys and compile the review report.

Objective	Targets
Prior occupation	• Agree action targets • Monitoring and reviewing program • Implement physical measures (Cycle Parking) • Appoint Travel Plan Coordinator • Establish a timeline to implement soft measures
Upon occupation	• Launch of Travel Plan • Provide staff with starter packs indicating required information • Implement Travel Plan measures • Display Travel Plan • Initial site Audit • Initial survey of Stag Travel Plan Patterns • Submission of findings with Council and setting modal share (aim) targets • Repeat Travel Surveys

Table 10.2: Transport Design Objectives and Targets.

The provision of amenity and open spaces, to satisfy the CC3 Adaptation to Climate Change, has been considered and the final provision will be subject to technical viability and cost implications. Due to existing site constraints, no amenity or open space is currently being provided, and so no provision will be lost as part of the development.

8. Ecology and Biodiversity

Planning Policy Documents Addressed	Policies Addressed
Reading Borough Local Plan – 2019 Reading Borough Local Plan (Partial Update) - 2024	Policy CC3: Adaptation to Climate Change Policy CC7: Design and the Public Realm Policy EN12: Biodiversity and the Green Network Policy EN14: Trees, Hedges, and Woodland Policy EN19: Urban Greening Factor

Phlorum Limited was commissioned by Spring BC to compile a Preliminary Ecology Appraisal and Biodiversity Net Gain Assessment in relation to the proposed development of Meadow Rd, Reading RG1 8LB. Phlorum carried out a site walkover visit on 13th November 2024 to assess the baseline habitat conditions of the site, following the guidance set by the Joint Nature Conservation Committee, handbook for Phase 1 surveys (JNCC 2010).

The existing habitats identified on site during the site walkover were buildings and hardstanding as per figure 8.1.



Figure 8.1: Pre-development BNG Map for Meadow Road, Reading (Sourced from Phlorum’s BNG report)

The design proposals include the demolition of the existing structures on the site, and the redevelopment of 4 buildings, subdivided into 11 units with ancillary office accommodation, service yards, car parking and associated landscape. As such, the buildings on-site will be lost along with the current areas of hardstanding, and the following habitats will be created as per the landscape design in figure 8.2:

- Individual Trees: 51 individual trees will be planted throughout the site. Species will include European hornbeam (*Carpinus betulus*), field maple (*Acer campestre*), common hawthorn (*Crataegus monogyna*), cherry (*Prunus* spp.), and English oak (*Quercus robur*).
- Native Hedgerow: Native hedgerow will be planted along the northern border of the site. Species will include field maple (*Acer campestre*), common hazel (*Corylus avellana*), common hawthorn (*Crataegus monogyna*), common holly (*Ilex aquifolium*), blackthorn (*Prunus spinosa*), and guelder-rose (*Viburnum opulus*).
- Other (Non-Native and Ornamental) Hedgerow: Ornamental hedgerow will be planted along the southern border of the site, and areas around the site. Species will include garden privet (*Ligustrum ovalifolium*).
- Modified Grassland: Areas of modified grassland will be planted throughout the site, primarily around the planted trees and hedgerows. This will be a species rich lawn turf, and grass mixture for hedgerows and woodland.
- Developed Land. Sealed Surface: Areas of hardstanding on-site will be created to provide footpaths, and access roads.
- Buildings: Four buildings will be created on-site.



Figure 8.2: Post-development BNG Map for Meadow Road, Reading (Sourced from Phlorum’s BNG report)

From Phlorum’s BNG report, the existing area habitats on the site are considered by the Biodiversity Net Gain assessment to have a value of 0.00 units. The post-development area habitats are considered by the Biodiversity Net Gain Assessment to have a value of 0.87 units. This is a +0.87 net change in habitat units which equates to a 43514.36% net gain. As the baseline value is zero, even small habitat gains result in disproportionately high percentage changes; this figure should be interpreted with this context in mind.

The existing linear habitats on the site are considered by the Biodiversity Net Gain assessment to have a value of 0.00 units. The post-development area habitats are considered by the Biodiversity Net Gain Assessment to have a value of 0.34 units. This is a + 0.34 net change in habitat units which equates to a 33789.34% net gain. Due to the absence of any baseline linear habitat, percentage gains are significantly inflated and should be viewed in context of the very low starting point. This reflects the replacement of buildings and hardstanding with individual trees, native hedgerow, non-native hedgerow, modified grassland, hardstanding, and buildings. There are no aquatic habitat features on the site pre- or post-development.

It was noted that a Habitat Management and Monitoring Plan (HMMP) will be required at a later date to demonstrate how the post development habitat will be maintained, who is responsible for creating and enhancing it, and who is responsible for its maintenance, management and monitoring over a 30-year period.

9. BREEAM and Wider Sustainability

Planning Policy Documents Addressed	Policies Addressed
Reading Borough Local Plan – 2019 Reading Borough Local Plan (Partial Update) - 2024	Policy CC2: Sustainable Design and Construction

9.1 BREEAM

The BREEAM New Construction V6 scheme is a performance-based assessment method and certification scheme for building development and fit-out. Following pre-assessment workshops, it has been established that this development will be assessed under the cover of a single BREEAM New Construction v6.1.2 Industrial (warehouse, storage or distribution). The following details the proposed development’s current performance against the BREEAM NC v6.1.2 criteria, and progress towards meeting the targeted rating of Very Good/Excellent. It is noted that Units 8-11 will provide an ancillary serviced office space for which the assessment under the Shell & Core requirements will be more suitable; Units 1-7 will not provide office accommodation and will undergo Shell-only assessment criteria. Units 8-11 currently have a baseline target score of 73.70% which equates to a BREEAM Excellent rating and provides a 3.70% margin of contingency. It is therefore recommended that as the project progresses, further credits are identified which could be targeted to raise this targeted score to provide at least a 5% contingency buffer. Units 1-7, targeting a Very Good rating due to Ene 01 performance, could potentially achieve a score of 67.12% which equates to a BREEAM Very Good rating, including a comfortable 12.12% margin of contingency. Table 9.1 detailed below sets out a summary of the scoring strategy in place to achieve the target score.

Ref No.	Description	Units 1-7 Shell only		Units 8-11 Shell and Core	
		Available	Targeted	Available	Targeted
Management					
Man 01	Project Brief and Design	4	4	4	4
Man 02	Life cycle cost and service planning	4	4	4	4
Man 03	Responsible construction practices	6 + 1e	6	6 + 1e	6
Man 04	Commissioning and Handover	1	0	4	3
Health and Wellbeing					
Hea 01	Visual Comfort	3 + 1e	1	3 + 1e	2
Hea 02	Indoor Air quality	NA	NA	1	0
Hea 04	Thermal comfort	NA	NA	2	0
Hea 05	Acoustic Performance	1	1	1	1
Hea 06	Safety and Security	1 + 1e	1	1 + 1e	1
Hea 07	Safe and healthy surroundings	2	1	2	1
Energy					
Ene 01	Reduction of CO ₂ emissions	9	0	9+4	9+4
Ene 02	Energy monitoring	NA	NA	2	2

Ene 03	External Lighting	1	1	1	1
Ene 04	Low Carbon Design	3	1	3	1
Transport					
Tra 01	Transport assessment and travel plan	2	2	2	2
Tra 02	Sustainable transport measures	10	3	10	3
Water					
Wat 01	Water consumption	NA	NA	5	2
Wat 02	Water Monitoring	1	1	1	1
Wat 03	Leak Detection	1	0	2	0
Wat 04	Water efficient equipment	1	1	1	1
Materials					
Mat 01	Environmental impacts from construction products - LCA	7 + 2e	5 + 1e	7 + 2e	5 + 2e
Mat 02	Environmental impacts from construction products - EPDs	1	0	1	0
Mat 03	Environmental impacts from construction products - EPDs	4 + 1e	2	4 + 1e	2
Mat 05	Designing for Durability and Resilience	1	1	1	1
Mat 06	Material Efficiency	1	1	1	1
Waste					
Wst 01	Construction Waste Management	5 + 1e	3	5 + 1e	3
Wst 02	Use of recycled and sourced aggregates	1	1	1	1
Wst 03	Operational Waste	1	1	1	1
Wst 05	Adaptation to climate change	1	1	1	1
Wst 06	Design for disassembly and adaptability	2	2	2	2
Land Use and Ecology					
Lue 01	Site selection	2	1	2	1
Lue 02	Ecological risks and opportunities	2 + 1e	2	2 + 1e	2
Lue 03	Managing impacts on ecology	3	3	3	3
Lue 04	Ecological change and enhancement	4 + 1e	4 + 1e	4 + 1e	4 + 1e

Lue 05	Long Term Ecological management and maintenance	2	2	2	2
Pollution					
Pol 01	Impact of refrigerants	NA	NA	3	1
Pol 02	Local air quality	NA	NA	2	2
Pol 03	Flood and surface water management	5	2	5	2
Pol 04	Reduction of Night-time light pollution	1	1	1	1
Pol 05	Reduction of noise pollution	NA	NA	1	1
Innovation					
ALL	Approved Innovation and Exemplary Level Credits	10	0	10	0

NC V6 Assessment

Baseline Score	65.31% (Very Good)	72.20% (Excellent)
-----------------------	---------------------------	---------------------------

Table 9.1: Summary Scores Sheet

9.2 Wider High Quality Design Requirements

As part of the BREEAM strategy above, further detail is provided on the following areas due to their overlap with Reading's Policy CC2: Sustainable Design And Construction.

The site contains two existing buildings: one is unoccupied, outdated, and beyond its serviceable life; the other is occupied and divided into two units. Both structures are outdated and fall short of the standards expected in the modern employment market, including current EPC ratings and sustainability features sought by prospective occupiers. Based on this, the decision has been taken to demolish the existing buildings. Consequently, a pre-demolition audit will be conducted to reduce construction waste by encouraging reuse, recovery and best practice waste management practices to minimise waste going to landfill. Additionally, BREEAM construction waste resource efficiency benchmarks for at least one credit will be targeted, along with a 95% diversion from landfill target for construction waste.

Whilst the operational waste strategy is still under review, as the project team have agreed to target the Wst03 credit for operational waste, the design will incorporate a dedicated space for the segregation and storage of operational recyclable waste generated. The space will be:

- Clearly labelled, to assist with segregation, storage, and collection of the recyclable waste streams
- Accessible to building occupants or facilities operators for the deposit of materials and collections by waste management contractors.
- Of a capacity appropriate to the building type, size, number of units (if relevant) and predicted volumes of waste that will arise from daily or weekly operational activities and occupancy rates.
- For consistent and large amounts of operational waste generated a static waste compactors or balers will be provided, situated in a service area, or dedicated waste management space.